



*Floating  
Power*

july 1996

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**For details of  
area meetings,  
please contact  
your local  
organiser**

cover picture  
reflections  
by Frank Bell



# Floating Power

## contents

**july** 1996

VOLUME TWENTY ONE

ISSUE TWO



2

### contact

AREA CONTACTS AND MEETINGS

4

### toctalk

NEWS

6

### andré lefebvre

THE MAN WHO SAVED THE TRACTION

10

### the all new adventures of robin hood

THE RAID DU ROBIN HOOD

14

### techtorque

KEEPING YOUR COOL  
water pump overhaul

16

### in committee

MEETING ACTION

17

### events

WHAT'S ON WHERE

18

### toc correspondence

HAVING YOUR SAY

20

### toc ads

MARKETPLACE



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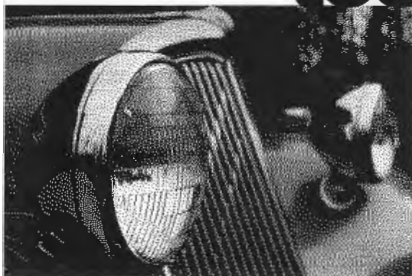


WELCOME to a slightly refreshed Floating Power – I hope you enjoy it. This issue features a mini-biography of André Lefebvre, who was more than a little involved with the Traction Avant's development. The regular techtorque column gives you a step-by-step guide to overhauling water pumps, while in our rally report we travel back in time to middle-aged England on the Raid du Robin Hood.

Next issue is booked for August, so if you're up to something in your Traction let's see it in Floating Power!

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**in BRIEF**

**Traction in print**

The August issue of Classic Cars magazine (on sale 7th July) will have a comprehensive feature on the Traction Avant.

**Internet news**

The TOC now have their own Home Page on the World Wide WEB.

The location is:  
[http://ourworld.computer.com/homepages/Marcus\\_Lasance/](http://ourworld.computer.com/homepages/Marcus_Lasance/)

**Forthcoming Attraction**

John Reynolds' fully illustrated biography of André Citroën - the first to be written in English - will be published in August by Sutton Publishing. ISBN: 0-7509-1258-8 and priced £18.99.

Containing over 110 rare photographs from the Citroën archives, it features a complete account of the story of the design and development of the Traction Avant, plus details of all the Citroën cars of the André Citroën era, 1919-1935.

**bordering**

WITHIN a 15 mile radius of the market town of Haslemere in Surrey, there are 22 members of the TOC and it was felt that there was room and justification in establishing a further section of the club.

This new section had its inaugural meeting on Easter Sunday the 7th April to discuss the details of further meetings. To date the new section has: gone on a convoy drive through the Meon Valley to Bishops Waltham and had a picnic lunch; Attended the twinning celebrations of the town of Godalming with their French guests; attended a classic car show at the Queen Elizabeth Country Park near Petersfield.

The emphasis of this section is not only to meet other Traction owners, but to have fun driving our cars in convoy and visiting places of interest.

Whilst the section is primarily for local members, it is of course open to any member of the TOC. If you would like to join us on some of our outings, please contact Tim Walker who will happily include you on the mailing list.

*Tim Walker  
 Shortfield Cottage  
 Hamlash Lane  
 Frensham, Farnham  
 Surrey GU10 3AU*

**IAN'S FINISHING TOUCH**

TOC Public Relations officer Ian Nixon successfully completed his first mission, by completing the 1996 London to Brighton Classic Car Run recently.

Abley assisted by Mike Peacey from Ipswich, Ian took his Normale on the famous run and spread the word to all onlookers.

**five star approval**

WE HAVE now, thanks to the efforts of member Julian Taylor, registered with the AA as an approved classic car club. For any members who are going abroad this year and want to take out European cover, the AA have, as one of their approved clubs, offered to waive the £35 old car surcharge on their Five Star Europe Insurance. Any member wishing to avail themselves of this offer, please contact me at the address below and I will send you an application form duly endorsed by the TOC.

*Steve Reed  
 No 1 Terwick Cottage  
 Dangstein, Rogate, Petersfield  
 Hampshire GU31 5EG*

**manifolds**

AS YOU will have read in the last issue of Floating Power, we have been progressing the manufacture of exhaust manifolds for 4-cylinder Tractions. The first batch of manifolds have been tested and are ready for sale to TOC members and associated clubs.

I would like to take this opportunity to thank everyone who got involved in this project. Although it was my idea initially, my son-in-law's father, Jack Render, and his team from Leeds spent many hours making the pattern for casting. Then Dennis Ryland and Mike Tennant organised the casting and machine finishing of the manifolds.

It just goes to show that there are still good craftsmen out there if we could only search them out.  
*Barrie Longden*

## chairman's message

AS YOU READ THIS we are three months into our membership year, which as you know runs from April to March. We have had a good response from our new methods of payment by Direct Debit and Credit Card facilities, although you may well imagine that to get these all set up and credited to our accounts there is initially a lot of work involved for our Membership Secretary and our Treasurer. Many thanks for all your extra efforts Peter Riggs and Peter White. Many thanks also for those members promptly renewing their subscription each year. Unfortunately there are still more than one hundred renewals outstanding with the deadline of the 30th of June only 10 days away as I write this.

It is the distinct impression within the Committee, that there is a hard core of late payers who we have to chase up each year and are causing us a lot of extra work. This is why the £5,- re-joining fee was agreed. Please take note that if you do not take action immediately this may very well be the last issue of Floating Power you receive and you will be asked to pay an additional £5.- administrative surcharge. As I realise

this magazine may arrive on or shortly after the deadline imposed I will ask Peter to use discretion for one week. Any payments for renewal received after July 15, without the £5 surcharge will be refused and returned to sender. Please don't embarrass yourself any further and set up a Direct Debit with the Club if your memory sometimes fails you. The form for this is included in the last issue of Floating Power.

The good news is that our rally season got off on a great start with Richard Hooley's 'Raid Robin Hood' with more than forty cars participating among which your Chairman, who thoroughly enjoyed himself and wished he had spent more time on getting a proper costume together rather than taking his engine to bits for the umphiest time. Fortunately most of the other participants really got in the spirit of things as a further article in this issue of Floating Power and photos will testify.

Next week Diane and I are off to Snowdonia and hope to meet you there for the Club's 20th anniversary rally.

Finally some news on the spares front. I have received from Roger Waters a computer file of the club's spares and prices and in the next weeks John Starke and I will edit and publish it, so that we can send it out with the next magazine. We have now found suppliers for exhaust manifolds for both the four and six cylinder models and for the manufacture of new metal wings. If you are interested in a new pair of wings and would like to be the first customer, the club will take care of the initial tooling costs involved. For more information contact Dennis Ryland or Bernie Shaw for the wings.

Happy Tractionering!

Marcus Lasance  
TOC Chairman

## section SCENE

### EASTERN

April 28th saw the revitalised section's first outing in '96. Four Tractions toured Essex, with a pub lunch en route. A good meeting was held on June 16th at the Lamb, Dedham to discuss Snowdonia, Brittany etc. Next meeting 11th August once again at the Lamb, Dedham. Phone me for info.

Ian Nixon 01268 755611

### PEAK

First of all, I would like to take this opportunity to thank Richard Hooley and Esther Asbury for a wonderful Raid du Robin Hood weekend. It was excellent and extremely well organised – as usual!

At the beginning of June, six Tractions took part in the High Peak Historic Run which was a great day and for once the sun was shining in Buxton.

Our next event is the annual Boules Knockout on August 4th – unfortunately John and I will miss it as we will be at the Coys Silverstone weekend event.

A good day out to put in your diary is a visit to the National Tram Museum at Crich, which is close to Matlock. The aim is to meet in the car park at 11.30am. The Traction plus driver go in free. Please bring a picnic as it **will** be a nice, sunny day! There will also be the opportunity to take part in a treasure hunt.

Want to know more on any of the above? Then please telephone...

Bev & John Oates 01629 582154

### WEST COUNTRY

Sunday 28 July

The third annual Minchinhampton Common picnic, from 12.30. Dennis and Maureen Ryland have again offered to provide the food, but edible (or portable) contributions will nevertheless be appreciated on the day. Please let Dennis or Maureen know if you plan to come along (01453 883935). Will we improve on last year's weather?

Further dates will be 8 September, 13 October and 10 November. Please phone me for further details of any of these events.

Steve Hawes 01275 817973

### WELSH BORDERS

A reminder about our Camping Weekend at the Riverside Aymestry. This is scheduled for 12, 13 & 14 of July. There is a 1.5 acre paddock behind the pub for tents. The weekend will feature a treasure hunt, boules match, road run through 'black & white' villages, a barbeque and live music, etc., etc.

John Worthing 01584 831239

### IRELAND

I am pleased to inform you that the 4th Annual Irish Citroën Rally – 'Tour du Lac' Enniskillen – will take place on 4th August and all Citroën enthusiasts are welcome.

Frank Gallagher 01365 325847



**HELPLINE**  
**01425 674476**

(24hr answerphone)

When phoning please give:

- 1) Your name
- 2) Your phone number
- 3) Reason for calling



# the traction avant

André Lefebvre was the only man ever to have reached the highest levels of achievement in both motor racing and motor car design, simultaneously. John Reynolds tracks his career.

If André Citroën was the father of the Traction Avant, then André Lefebvre can best be described as the doctor who saved its life. Acting as midwife cum paediatrician, he rescued Citroën's brain-child from its inherent embryonic difficulties, brought it safely through the complications of its painful birth and then guided it past the many technical problems of its infancy, so that, against all expectations, it survived to the grand old age of twenty-three.

But more than that, in placing his trust in so gifted a protegee, André Citroën ensured not only the future of the Traction Avant, but also the very survival of the marque that bears his name. Long after the demise of the founder of the Double Chevron firm in 1935, André Lefebvre continued to uphold the tradition of innovation and engineering excellence established by his mentor, by producing a string of radical, revolutionary cars which gave Automobiles Citroën the worldwide reputation for originality and unconventionality that it still enjoys today.

As the engineer in charge of design and development at Citroën for over 25 years, it was André Lefebvre who was chiefly responsible for overseeing the chassis, power-train and suspension design not just of the Traction Avant, but also of the 2CV and DS19, when Citroën was owned and managed by the Michelin family. Yet thanks to the cloak of secrecy that shrouded research activities at Citroën's Bureau d'Etudes during the 40s and 50s, his contribution to the production of these seminal vehicles remains largely unrecognised to this day, even among Citroën enthusiasts.

Throughout this period, the Citroën company pursued a policy of absolute self-sufficiency in every aspect of engineering and body design, undertaking all such activities in-house. No outside stylists or design studios were ever employed. Moreover, its design staff were expressly forbidden to drive or dismantle cars from other manufacturers, in case the originality, integrity and

inventiveness of their work should somehow be compromised or diluted. At the same time, an absolute ban on personal publicity was rigidly enforced upon all personnel, so that many of France's greatest automotive talents were employed in conditions of complete anonymity and obscurity, unknown to the outside world and unrecognised by the motoring press.

Born on August 19th 1894 at Louvres on the northern outskirts of Paris and educated in Nantes, André Lefebvre had initially set out to become an aircraft engineer, entering the École Supérieure d'Aeronautique in Paris in 1911 and graduating in 1914. Eventually, in March 1916, aged 22, he joined the distinguished aircraft-building firm founded by Gabriel Voisin and remained there for 15 years. Here he became the right-hand-man to this famous aeronautical pioneer who collaborated with such men as Louis Bleriot, Henry Farman and even le Corbusier.

Initially, Lefebvre's work with Voisin involved designing military aircraft for the French and British airforces. But after the Great War, when Voisin turned his attention to the motor industry, he helped to produce a series of very advanced luxury automobiles and racing cars, all showing a strong aeronautical influence. The first of these was the 18CV Type C1, powered by a Knight sleeve-valve engine. Originally designed by Artault and Dufresne in response to a commission from André Citroën, it was subsequently purchased by Voisin when his friend Citroën decided that instead of building traditional European luxury cars as he had done previously, he would make his reputation as the constructor of mass-produced, mass-marketed cars in the American manner – in short, as the Henry Ford of France.

As was the custom during the 'Roaring Twenties', André Lefebvre often drove these competition cars himself, as a member of the Voisin racing team. Thus he became the only automobile engineer ever to have competed

## andré lefebvre key career dates

Born, at Louvres, north of Paris  
19.8.1894

Entered École Supérieure  
d'Aeronautique  
1911

Graduated from "Sup Aero"  
1914

Joined Voisin aircraft firm  
1.3.1916

Left Voisin  
30.4.1931

Joined Renault car firm  
May 1931

Left Renault  
March 1933

Joined Automobiles Citroën  
12.3.1933

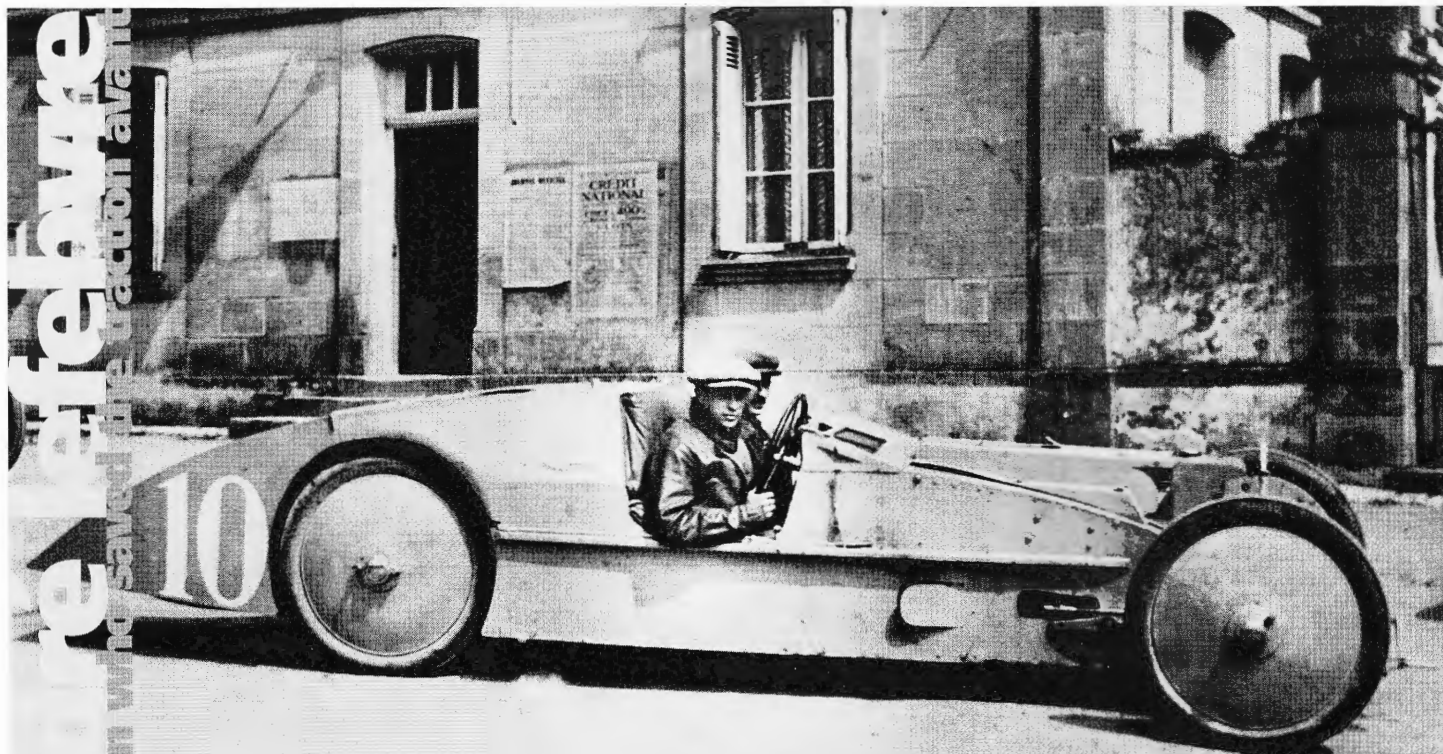
Retired from Citroën  
July 1958

Died, aged 70  
4.5.1964

Service with Voisin  
15 years

Service with Renault  
2 years

Service with Citroën  
25 years



**Lefebvre at the wheel of his Voisin, photographed at the peage shortly before the start of the 1923 Grand Prix de l'Automobile Club de France, held at Tours. The Voisin's lightweight, chassis-less, all-alloy body marked the first use of the moco-coque construction principle. Even though its sleeve-valve engine developed only half the power of the rival Sunbeams, Delages, Fiats and Bugattis, such was the aerodynamic efficiency of this body that the Voisin was not outclassed. Indeed, Lefebvre finished fifth.**

successfully in motor sport at the highest level. Most notably, in 1923 he finished fifth in the Grand Prix de l'Automobile Club de France held at Tours, driving a two-litre six-cylinder Voisin of advanced specification, featuring a revolutionary all-aluminium monocoque body – the first of its kind. The winner of this famous race was actually the Sunbeam Talbot driven by Sir Henry Segrave, powered by a 2 litre 6 cylinder DOHC engine designed by the ex-Fiat engineers Walter Becchia and Vincente Bertarione. By a strange coincidence, some 18 years later, Walter Becchia joined Lefebvre at Citroën's Bureau d'Etudes, where he was responsible for designing the engine of the 2CV and DS19. The 11D version of the Sainturat engine fitted to the final Traction Avants was also Becchia's handiwork.

In 1930, Lefebvre took part in a famous series of high-speed, long-distance endurance runs staged by Voisin at the Montlhéry circuit, in partnership with the Yacco Oil Company. These runs set many long-lasting records, especially that for 48 hours of non-stop driving. In this epic run, with Lefebvre and Cesar Marchand sharing the driving, the Voisin covered 10,560 kilometres at an average speed of 220 kph.

The economic problems of the Depression had a severe impact on luxury cars makers in France – and, being avant-garde, the Voisin firm was harder hit than most. The market for its expensive and eccentric products suddenly collapsed, and so in April 1931 Lefebvre and Voisin parted company – although the pair were to remain close friends for the rest of their lives, consulting each other on technical and automotive issues.

After an unproductive and uncongenial two year stint with Renault, Lefebvre joined Citroën in March 1933, having been recruited by André Citroën personally, on the recommendation of Gabriel Voisin, specifically to take overall

technical control of his Traction Avant project.

By then the project was well under way, but had encountered certain technical problems of seemingly insurmountable difficulty, especially concerning the transmission. As Lefebvre had already developed proposals for a front-wheel-drive car while working with Voisin, he was ideally qualified for such an assignment. Indeed, he was personally responsible for many of the Traction's most idiosyncratic features, including its unusual rod and tower gear selection mechanism and its 'mustard-spoon' speed change lever. As is well known, the speedy introduction of these eleventh-hour modifications to the original design became an urgent priority for Lefebvre and his team, following the failure of the favoured Sensaud-de-Lavaud automatic gearbox at a pre-launch demonstration hosted by André Citroën. Reputedly, Lefebvre's manual gearbox was produced within the space of seven days.

During his 25-year service as Citroën's de-facto Chief Engineer and Designer, Lefebvre held no official rank or title in the company's hierarchy. However, he was regarded nonetheless as the supreme authority and source of policy on all technical matters within the company. After the demise of André Citroën in 1935, he reported directly to Citroën's new owners, the Michelin family at Clermont Ferrand, who gave his advanced thinking and adventurous policies their total support and endorsement, allowing his genius carte-blanche to follow whatever lines of research seemed most promising, almost regardless of cost or ultimate commercial viability.

Bored by organisational and administrative matters, and totally uninterested in the symbols of power and status that motivate lesser men, Lefebvre left the day-to-day running of the department to others and concentrated his energies and talents entirely on solving engineering



problems, working all hours and in all places. The archetypal artist-engineer, he worshiped novelty for its own sake taking a perverse delight in doing things differently and refusing to copy proven techniques used successfully elsewhere. Nothing seemed impossible to him. The more audacious, unconventional and complex a solution, the greater was its appeal. Throughout his career, both with Voisin and with Citroën, he was obsessed with the idea of adapting the principles of aeronautics to the automobile. Yet he never went in for the phoney streamlining that was so fashionable in the 30s and which, as often as not, was aerodynamically unsound and merely concealed a crude chassis with a thin veneer of spurious sophistication.

A tall, dark, elegant, figure who dressed with style and drank nothing but water or champagne, he was evidently extremely attractive to women. Three times married, his life was one long passionate love affair with the motor car, punctuated by countless much shorter liaisons with pretty females. But the intense, good-looking Lefebvre was not always so successful in persuading men to acquiesce to his wishes and desires. Like many other brilliant minds, he was highly-strung and could often seem temperamental and impatient with those who simply could not keep up with the furious pace of his inventiveness. Consequently, he was confined in an isolated, inner sanctum in the Bureau d'Etudes, surrounded by a small staff of carefully chosen research assistants who could be trusted to understand his thinking and to carry out his instructions without contradiction, no matter how far-fetched they might appear at first sight. One of his draughtsmen said that Lefebvre would come to his drawing board almost every day with a new idea or device that he had just thought up and wanted to have produced and tried out. Another claimed that his boss had just too many new ideas for the means available at the time.

But to understand exactly what Andre Lefebvre achieved at Citroën – and to explain how it was that his Michelin bosses allowed him sufficient laissez-faire to realise those remarkable achievements – it is necessary to remember that above all, he was a man who loved driving fast. As a highly skilled and experienced former Grand Prix racing driver who had risked his life countless times on the track, he approached the problems of automotive design entirely from a driver's point-of-view, and never from that of an accountant or marketing man. For Lefebvre, the question of chassis dynamics was always paramount. From Voisin he had learned that lightness, balance, directional stability and aerodynamic efficiency were all far more important in determining a car's performance, handling and road-holding than outright engine power. What ultimately determined the speed and safety of a car was the relationship between its moving wheels and the ever changing road-surface passing beneath it – a concept that came to be known

in Citroën terminology as 'la liaison-au-sol'. Thus, all design objectives were held subservient to achieving optimum contact between the tyres and the road – at all speeds and in all situations. Since under Lefebvre's perfectionist philosophy this all-important tyre/road contact governed the traction, acceleration, steering and braking abilities of a vehicle, no effort was spared to develop sophisticated new suspension and steering arrangements that would guarantee this contact, under all conditions. His aim was always to improve the 'liaison-au-sol' of Citroën vehicles to levels of refinement and security never before achieved by any other motor manufacturer.

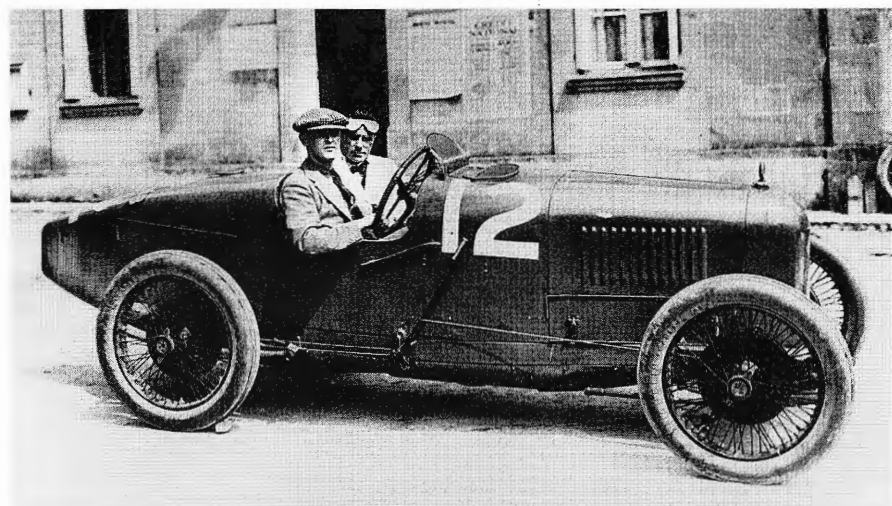
It is no coincidence that throughout Lefebvre's involvement in the design of the Traction Avant, the 2CV and the DS19, the scientists and engineers of the Michelin Tyre Company were working towards the very same objective. Even before the war, Michelin had decided to abandon rigid cross-ply tyres and to concentrate its resources on the development and manufacture of a safer-running, longer-lasting alternative – the revolutionary flexible, steel-braced radial tyre. The Michelin X was first introduced (as an option) on the Traction Avant in 1949, then adopted as standard equipment from late 1954 onwards.

With global domination of the automobile tyre market the ultimate objective, Citroën and Michelin operated in synergy in matters of research and development, and a constant exchange of information and personnel existed between Paris and Clermont Ferrand. Surely, it was this long-term strategy by the Michelin men that gave André Lefebvre his power and prestige at the Citroën Bureau d'Etudes and which allowed him to pursue his adventurous ideas no matter what the cost.

Although he was forced through illness to retire from the company prematurely in July 1958, André Lefebvre continued to serve the Double Chevron marque until the end of his life. Partly paralysed, he went on designing for Citroën, working from his home, until he died on 4th May 1964, aged 70. ●

...above all, he was a man who loved driving fast. As a highly skilled and experienced former Grand Prix racing driver, he approached the problems of automotive design entirely from a driver's point-of-view, and never from that of an accountant or marketing man.

**The winning Sunbeam, driven by Henry Segrave - the first British-built car ever to come first in a Grand Prix race. But as it was designed by two Italian expatriates, Bechia and Bertarione, some continental commentators said that it was no more than a Fiat in green paint!**



# the all new ad robin hood

Sheriff Southgate  
with entourage and  
royal transport.



“Don’t worry about the engine just get the klaxon working.”

With Richard Hooley’s words echoing in our ears we headed north on 24th May to join our first Traction Rally, the Raid du Robin Hood. We had indeed repaired the horn on our 11BL, purchased only four weeks previously, and not worried about the engine which was running well as it had been cared for, though little used, by the previous owner.

By the time we were approaching Nottingham the engine was sounding decidedly

rough, but as we swung into the car park of The Shepherds at Stragglethorpe and saw the Tractions lined up we knew we had passed the first test for new members – we had successfully navigated our way to the pub! After signing in and receiving a splendid tour pack we sought out some familiar faces. A pleasant meal in congenial company and we decided on an early night with a busy day planned for the morrow.

Saturday dawned fine and at 6.50am our Traction (Ediff, by the way, but that’s another story) was receiving a wash and brush-up in the hotel car park –

we still can’t believe we really did that! Ediff coughed and spluttered her way to the camp site to join the rally, thank goodness the horn was working or our passage through the field (sorry, starting) gate, might have gone unnoticed! By this time the misfire was getting worse and the sight of the front of Steve Southgate’s superb Roadster getting closer as we rolled back on a hill start caused a particularly anxious moment.

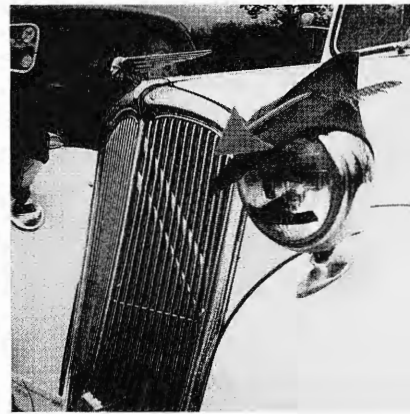
At the Fiskerton photo stop, a service crew headed by Stan Barker descended on us determined to sort out our problem.

# adventures of



An epic production on a scale that would have satisfied even Cecil B. deMille, the Raid du Robin Hood would surely be an Oscar winner – and why not?

Our location report comes from Graham Jones and Helen Brixton...  
...but where was Kevin Costner?



Lien, a Peugeot man really but a good chap for all that, suggested that contact breaker points were not meant to stay closed all the time, like ours. A tweak with a screwdriver and smooth running was restored. Thanks fellas.

Then it was follow the Tulip Route to the World of Robin Hood (didn't the line-up in the car park look great). Here, while Monsieur Barrie le Brick wreaked havoc among the medieval display, some of us slipped away for a quiet drink with a Thirsty Farmer.

Onwards to Rufford Abbey where the Tractions occupied

pride of place in the carriage turning circle to the delight of other visitors, while the crews lunched in style, viewed the embroidery and crafts and watched one club member impale a street entertainer on a bed of nails – guess who? The afternoon stage was via Clumber Park, down a magnificent avenue of lime trees to Sherwood Forest, to see the Great Oak, the Visitor Centre and dream of days gone by.

Here some members suffered a mysterious outbreak of 'rattling hubcap', a not uncommon occurrence on Traction Rallies apparently as we overheard

"That b\*\*\*\*\* has put stones in my b\*\*\*\*\* hubcap again!" Guess who? Saturday evening and an excellent meal at Whatton, followed by music (good and loud) and dancing (spirited). We were the proud winners of a two-dimensional Traction in the raffle, another for the collection, though we have a long way to go to catch up with John Oates.

Sunday morning saw us garbed in Lincoln Green as merry persons. We melted into the landscape when we joined our liege Lord, noble Lords and Ladies, brave Knights and fair Maidens, Sheriffs, men of

**Robin Hood must be here somewhere, there's his cap!**

**... his supporters awaiting King Richard's return.**



**Robin Hood looking pleased with his new transport**

**Meanwhile the Sheriff is on the Royal barge**

**Friar Tuck (aka Bernie Shaw) has his spirits lifted**



Holy Orders (and Jonathan Marten-Hale who says he likes dressing up and can't kick the habit!), a merry band of outlaws, a King's jester (guess who?) and, of course, a French gendarme! Allo, allo, allo.

Drama at the morning photo stop when Keith and Audrey Feazey and Traction disappeared in a cloud of smoke. More Aladdin than Robin Hood surely (perhaps that's an idea for next year?), but they emerged unharmed and still smiling to take their place on the run to Colwick and the Trent Lady river boat. Here the

complement of Traction's rose to 40 with the arrival of our chairman Marcus Lasance and his family. Here we suffered the first casualty of the tour when Bernie Shaw, the bravest of Robin's men, was wounded in the battle for the lunch tables. Fortunately help was at hand – a comely wench (though modesty forbids that she be named) raised his spirits (?), relieved his pain and restored him to the merriest of merry men.

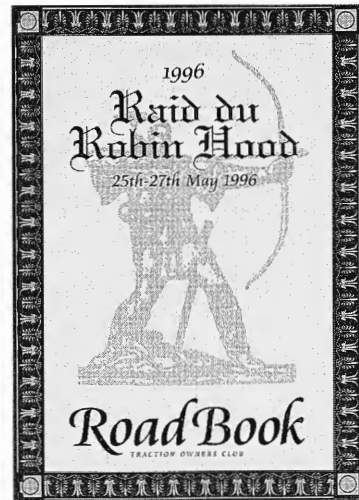
A change of tactics saw Richard the Lionheart and his fair lady leading a small party to successfully storm the yacht

club bar while young bowmen skirmished in the woods and on the river bank.

After a short river trip we headed east towards Melton Mowbray to visit the delightful Tumbledown Farm where everyone enjoyed the chicks and young animals. Following a very welcome cuppa and warm-up, prizes for the best homemade fancy dress were presented by the judges Eileen and Lien Mills to the fairest of the fair Lesley Cobbold, the jolliest Friar Tuck Paul Defelice and the young stalwart Guy Cobbold. Thus came the end of



Tractions beside the Trent



King Richard and Queen Esther return from their travels to a rapturous welcome

another action-packed day.

Monday's run took us north to Newstead Abbey, country seat of the poet Lord Byron. Unfortunately it was here that Paul Defelice lost his – seat that is. Alternatives were suggested by the ever-helpful M. le Brick ranging from an upturned bucket to a park bench. Then, just in time, a leprechaun assisted in retrieving the missing item from the back of Irish member Norman Moores' DS. Finally, into the heart of the City of Nottingham where, by special arrangement, we parked at the Brewhouse Yard

Museum at the foot of the Castle. On our way to lunch at Fothergills we succumbed to temptation and visited the Trip to Jerusalem, the oldest pub in England, where we enjoyed both the beer and the surroundings. After lunch, exhibits in the Museum triggered memories of days long gone, judging from all the comments of "I remember having/seeing my Mother using one of those". And so the tour drew to its close.

So how was it for us? Great! Would we do it again? You bet! Our sincere thanks to Richard

Hooley and Esther Astbury for their superb presentation pack (the route book must now be a collectors item), excellent organisation, tireless enthusiasm and such attention to detail. Running rallies is proving to be another string to their bow, or is it a feather in their caps?

And to you, our fellow Tractionists, for your welcome, support, humour, friendship and good company, thank you all for a great rally. We're off to Snowdonia soon but first I think we need to get the klaxon serviced... ●

There were Oscar-winning performances all round – especially by directors Richard Hooley and Esther Astbury

# keep your cool

Overheating engines are a pain – especially in the summer – and a dodgy water pump is often at the heart of the problem. A leaking pump or rattling fan is the usual indication that the water pump is due for an overhaul.

**Later type  
September 1950 onwards**

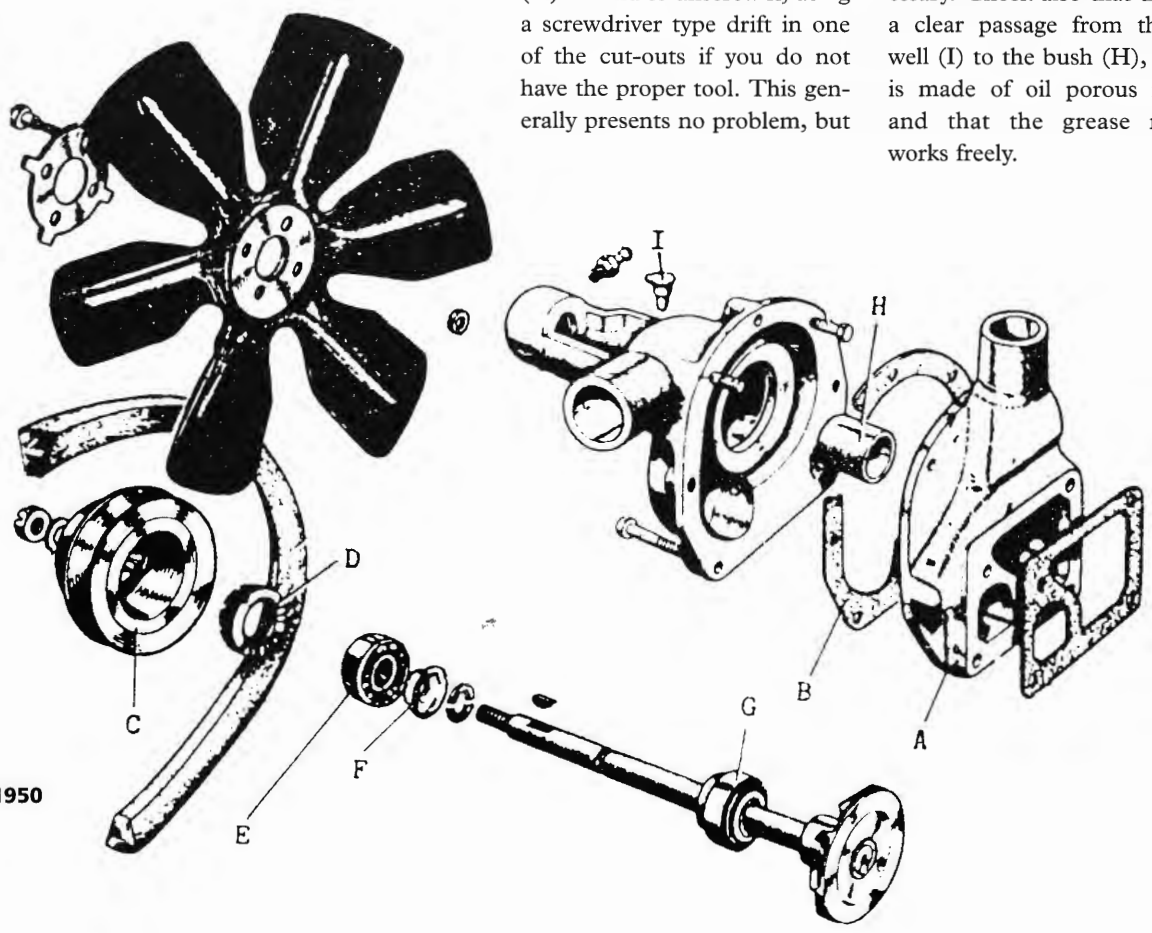
- ① Slacken the fan belt, by loosening the generator strap and swinging the generator towards the engine. Feed the fan belt off the pulleys and over the fan blades.
- ② The base, or water pump cover, (A) contains no moving parts, and can be left bolted onto the cylinder head (the 17mm bolts generally rust and may be difficult to remove). Remove the seven bolts securing the water pump to the cylinder head. The water pump will now come away from the cylinder head if knocked smartly with a mallet, but take care that it does not damage the radiator. Scrape the remains of

the gasket (B) off both surfaces; paint stripper may help to dissolve the gasket 'glue'.

- ③ The pump, with fan attached, will now be out of the car. Take out the split pin and remove the central castellated nut (17mm) and washer, securing the fan to prevent the shaft from turning; then unbolt the four 12mm bolts to release the fan.
- ④ The pulley (C) can now be knocked off forwards off the shaft. (Caution do not lose the Woodruff key which stops the pulley turning on the shaft).
- ⑤ A castellated ring (D) will now be seen, holding down the bearing (E). Remove the split pin, and knock the ring (D) around to unscrew it, using a screwdriver type drift in one of the cut-outs if you do not have the proper tool. This generally presents no problem, but

if it does, improvise a spanner.

- ⑥ The shaft can now be drifted backwards out of the bearing (E). (Caution: Protect the threads on the shaft whilst doing this). As the shaft moves backwards, a shallow cup (F) enclosing two semi-circular tabs may be removed. With the shaft out of the housing, knock the bearing (E) out forwards.
- ⑦ Slide the spring seal (G) off the shaft, noting which way it faces, and drill the bronze bush (H) from back to front out of the housing.
- ⑧ Now inspect and clean the shaft and housing. Check the shaft for pitting, particularly on cars that have not run for a long time, and replace if necessary. Check also that there is a clear passage from the Oil well (I) to the bush (H), which is made of oil porous metal, and that the grease nipple works freely.



post September 1950

9 You should replace the bearing (E), bush (H), spring seal (G), and gasket (B) with new parts, all of which are inexpensive. Drift the new bush (H) into the housing from back to front. (The new bush may be driven in mounted on the shaft, with the old bush behind it to countersink it a little, but take care to strike the back of the shaft at its centre and not on the brass impeller wheel.) Reassemble the pump in the reverse order to dismantling. The bearing (E) may face either way. The cup (F) should sit snug against the bearing. The head of the split pin securing the castellated ring (D) should be flattened to provide clearance for the pulley (C). Use gasket jointing (e.g. Hermetite Red) to make the gasket (B) water-tight.

10 Maintenance: The grease nipple should be greased during routine lubrication and the oil-well topped up weekly when the car is in use.

**Early type pre September 1950**

Earlier water pumps are fitted with a gland packing and a second grease nipple instead of the oil-well. The overhaul is as per the later type except for the following differences

Dismantle the water pump as later type up to removing the shallow cup (F) enclosing the two semi-circular tabs.

1 Next, slacken the lock-nut (a) in the water pump housing and remove the gland nut (K), followed by the gland (L)

and then the gland packing (M).

2 The bronze bush (N) is no longer available and should only be removed if the bush is obviously badly worn. If it is in good condition it should be left in the housing and given a good clean. The alternative is to have a new bush 'manufactured' or to change the complete pump for the later type.

3 If the bronze bush is to be replaced the new bush should be pressed or drifted into the housing and then reamed to 15.02 +or- 0.0025mm ensuring concentricity with the ball-race housing. Cut the face of the bush on the impeller side to give a distance of 19.7 +or- 0.03mm between the bush face and the pump housing (gasket B) joint face.

4 Fit the gland packing with the aid of a mandrel. Again, the gland packing, as

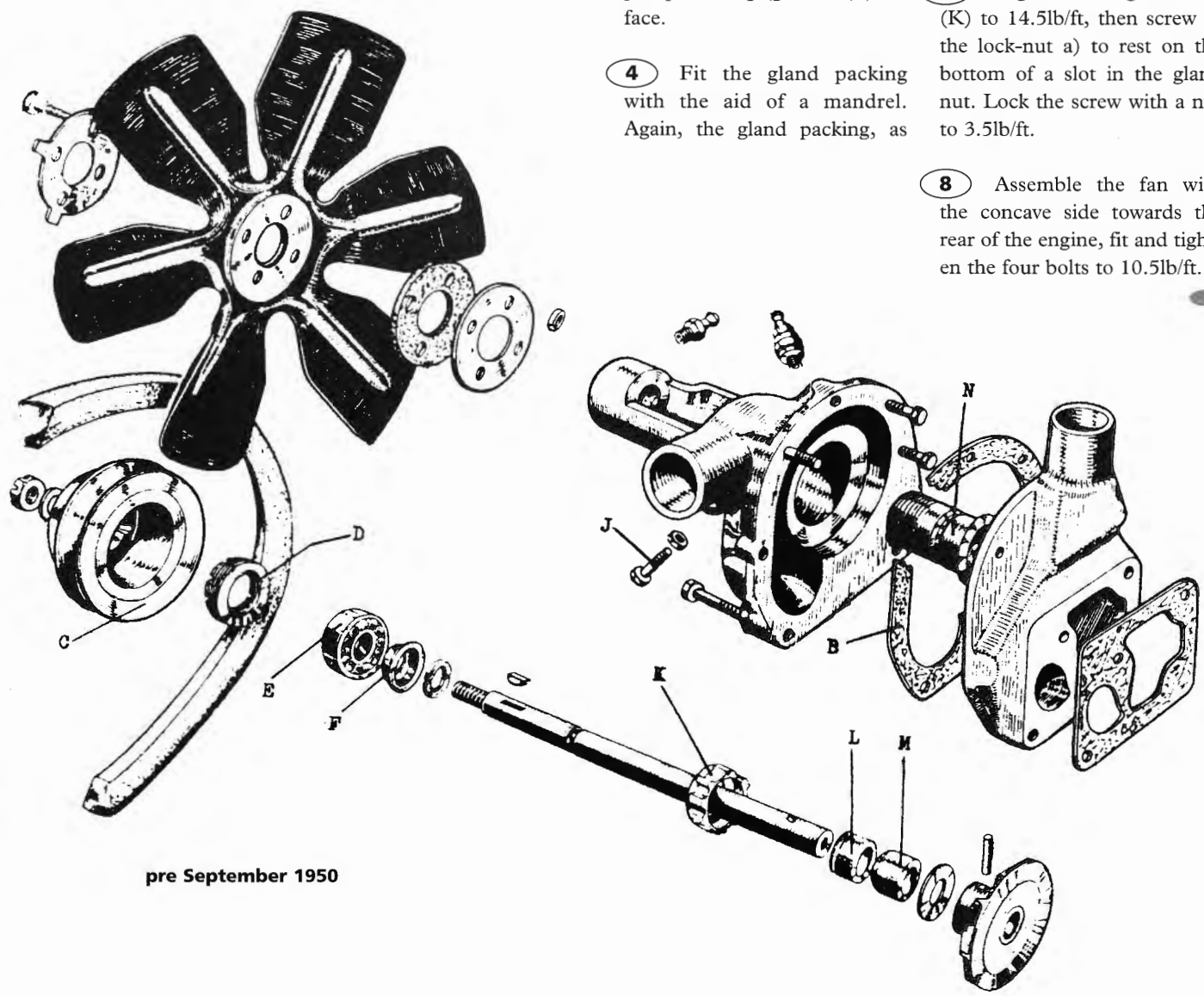
original, is no longer available so a suitable alternative such as 'treated hemp' or similar will need to be sought. (Please advise this column if you know of a suitable substitute). Perhaps, again, another reason for changing to the later type of water pump.

5 Fit the gland (L), the nut (K) by hand to avoid crushing the packing. With the shaft previously greased engage it with the bush (N), and then place in position the lock-ring halves and retaining cup (F).

6 After pushing the shaft into position, fit the ballrace (E) - packed with grease, fit the castellated ring nut (D) and tighten to 21.5lb/ft. Secure nut with split pin.

7 Tighten the gland nut (K) to 14.5lb/ft, then screw in the lock-nut (a) to rest on the bottom of a slot in the gland nut. Lock the screw with a nut to 3.5lb/ft.

8 Assemble the fan with the concave side towards the rear of the engine, fit and tighten the four bolts to 10.5lb/ft.



pre September 1950

It may well indeed be several months since you last read 'in committee' – or the exploits of those stalwarts who keep the TOC ticking over. My apologies, but remember what they say about quality and quantity!

For those of you who haven't been here before, these notes only represent a précis of the actual meeting's minutes. The minutes usually run to three or four pages of A4 typed script and copies are circulated to all area representatives as well as committee members. If you want to read the unexpurgated version, contact your area rep. Anyway, to business...

### Treasurer

At the last meeting in May, Peter White reported the following balances:

|                  |            |
|------------------|------------|
| Current a/c      | £1,608.00  |
| Premier a/c      | £54.00     |
| Building Society | £19,473.00 |

The TOC is a member of the Federation of Historic Vehicles, and Amicale and is a Limited Company. PW to ensure all subs and donations were paid.

Credit Cards are now an accepted method of payment in the Club Shop, SPares and Membership Departments. Unfortunately, the machines that were sent by the Credit Card Company went astray. At the moment Keith Feazey, Dennis Ryland and Peter Riggs can take payments using handwritten vouchers, which is of course the normal way for mail orders anyway. By the time you read this we should have the machines. PW is chasing!

### Editor

John Starke was busy producing the next Floating Power, but as always relies on your support for articles. New advertising rates were agreed. Details are in this issue.

### Social Calendar

Once again as FP covers the calendar in detail, I won't duplicate things here, but a quick thanks to Stan Barker for all his efforts.

The club has decided to present Certificates of Merit to club members who have served the TOC in a 'meritorious' way. Up to five certificates will be presented either at the Annual Rally or the Christmas Party. Chairman, Marus Lasance is looking forward to receiving nominations NOW. Talk to your local area organiser if you want to nominate someone.

NEC, National Classic Car Show, November 23/24 – SB is looking for help from adjoining club areas for this event. If you can help out, SB or you local organiser would be pleased to hear from you.

Don't forget, on November 30, the Christmas Party aka "The Longden/ Southgate Extravaganza" or "The Walsall Three Wheelers' Ball" will take place.

For the 1997 Spring Bank Holiday, Malcolm Bobbitt will organise a 'Tour of Cumbria' giving Richard Hooley a well-deserved rest. However, Richard will return in 98 with a tour of the Warwick area.

Our President proposed the purchase of a mini marquee for use at shows, tours, rallies, etc. This was thought to be an excellent idea. Size will be approx 4.5 x 3.0 x 1.8m high to valance. Price believed to be around £1700 including VAT. SB to investigate discounts and purchase.

SB advised of the formation of a new club section. The Sussex/Hants/Surrey Borders Section. Contact Tim Walker – information in Section News.

SB also advised that he now has tickets for Silverstone and Beaulieu. Contact the Club Helpline for details.

### Membership Secratry

Peter Riggs reported the following early renewals: by cheque 140, by credit card 29, by direct debit 52 and 19 new members.

PR needed to have a date to advise members who paid by direct debit when future annual payments would be made. Agreed at April 5th each year.

PR had received a letter from a dissatisfied member regarding late payments and subsequent entitlements. Agreed that PR will write to explain the official club position.

### Spares

Dennis Ryland, with help from Steve Reed, El Presidente, Dave Gardner and Roger Waters carried out the annual stocktake last month. Value of stock was £26,351.00, slightly higher than last year. Since then DR has visited our suppliers in France and increased stock by a further £4000.00.

Spares List – Steve Reed has agreed to put Citroën part numbers against club numbers. A new price list is to be prepared. Please remember that prices are only a guide. This hopefully will go out with the next issue of FP.

Stan Barker reported that new 4-cylinder manifolds are all checked as regards heat treatment, etc, when manufactured. Price should appear elsewhere in this magazine. DR will also be ordering 6-cylinder manifolds, from another source, in France.

Bernie Shaw referred to the situation regarding wings. At a previous meeting we had decided not to proceed with the manufacture of wings. BS said, however, that he felt that the committee in his absence had read too much into his concern about the premises of a suggested manufacturer, 'Vintage Wings'. Vintage Wings were really his choice. David Boyd is talking to Metal Developments (Hinckley) and Vintage. We can assist DB with price of formers if he goes to Vintage. BS will report at next committee meeting.

In the meantime, if you need new steel wings, talk to John Gillard at Classic Restorations.

### Correspondence

SR had been asked if we would 'rent out' the club membership list. Under No Circumstances will this happen. All club officers were reminded of the confidentiality of this list.

Incidentally, Marcus Lasance last produced a membership list which was current towards the end of 1995. As usual, this was only issued to committee members and area organisers. If you require information contact your local organiser, but remember, he/she is not permitted to give you a copy of the list.

Marcus Lasance is now liaising with interested parties via 'e-mail' and the internet. Someone wanted a French starter motor – ML to refer them to DR or JG.

### AOB

PW to investigate our liability insurance (required for events staged by the club in public places and by local authorities for third party claims), and stock insurance. Liability to be increased. PW to obtain quotes for £1M, £2M, £5M and £10.

Reminder that Ian Nixon was elected Public Relations Officer at the last AGM and should be invited to committee meetings. MN apologised to committee and IN. John Starke also to note in FP.

Roger Dyer had received very long form/enquiry from the DVLA. Contents were explained to committee. Agreed that RD and Steve Reed would complete the form.

Steve Reed advised of a club profile on the TOC in the June issue of Practical Classics magazine.



# **national and international events**

.....  
**28-30 June**

## **TOC Annual Rally Snowdonia**

Centred on Caernarfon. Bob Anderson is organising a Wizard Welsh Weekend!

.....  
**11-14 July**

## **1996 Brittany Rally**

This year the rally will start in Rennes and finish north of Poitiers.

.....  
**19-21 July**

## **Top Gear Live Silverstone**

The planning for this event is now well ahead. I have opted for the club to display cars on the Friday, Saturday and Sunday and still require members to offer their cars for these days. The display may be changed each day so anyone who wishes can take their car home. On the Saturday we are looking to include 30 Tractions (of varying models) to take part in a cavalcade around the track, with a commentary provided by the Top Gear team. Anyone providing a car will gain free access to Silverstone. As well as the display of club cars, there will be many other activities such as karting, helicopter rides, hot air balloons, young drivers area, a 4x4 course and a rally course. Camping will be available for those wishing to stay under canvas for the weekend.

Please contact me as soon as possible if you can help with the display cars/cavalcade – I need to know well in advance to organise your free entry. Stan Barker 01425 674476

.....  
**4 August**

## **The French Connection Beaulieu**

I am now in possession of the tickets and passes for this event. The price is £5 for adults and £2.50 for children. This will give you access to the Motor Museum, House and Abbey together with free parking in the rally field. The CCC, 2CVGB, Peugeot and Renault Car Clubs are also attending. Come and join us for a French Picnic and 20th Birthday celebrations. Remember, admission on the day will be more expensive unless you obtain tickets from me in advance. Cheques payable to the Traction Owners Club Ltd. Stan Barker, Barcus Mead, North Ripley, Christchurch, Dorset, BH23 8EP.

.....  
**4 August**

## **The 4th Irish Citroën Rally 'Tour du Lac', Enniskillen**

The Annual Irish Citroën Rally is now in its fourth year – if you're in Ireland in August put this one top of the list! Information from Frank Gallagher 01365 325847

.....  
**30 August - 1 September**

## **Traction Avant Denmark Summer Rally Copenhagen**

TAD's annual rally is centred around Copenhagen, and will include a sightseeing drive, spares market and Saturday night party. (00 45 31 39 53 20 for information)

.....  
**30 November**

## **Christmas Bash Bentley Hall, Walsall, West Midlands**

Bring the kids and granny and enjoy all the fun of the season!  
Steve 0121 357 1056 Barrie 01565 873092 fax 0161 848 0206

**For event information, please phone/fax the Helpline on 01425 674476** (24hr answerphone service)

## On the right track

Although it was a couple of years ago I thought TOC members would be interested in seeing some photographs I took at Brooklands. Nadine and I were invited to attend a 'Citroen Specials' meeting where many Lomax converted 2CVs were being put through their paces. The organisers had been granted special permission to use part of the original Brooklands' banked track of the original race circuit. Brooklands was the world's first banked motor race track, it was built in 1907 and even today those parts which survive are impressive in their scale. The original 2.7 mile track is 100 feet wide with the banking reaching 28 feet at its highest point.

### editor

John Starke  
The Cottage  
Harts Lane  
Ardleigh  
Colchester  
Essex  
CO7 7QE

tel: 01206 231241

fax: 01206 230546

e-mail: 100754,3427@compuserve.com

round several times. We did not pull many 'Gs' round the banking and the speedo didn't hit the end stop, but there was a certain thrill driving round part of such an historic track.

Now being totally confirmed posers we just had to stop on the track for a photo call. A sharp lookout was necessary to watch for the Lomax cars but a few snaps were managed.

However, we did chicken out on one aspect of the day. To us, a timed run up "Test Hill" – gradient about 1:2 – didn't seem quite in the style of Tractioning, which is much more about socialising, gastro-nomic experiences and posing than it is to do with the performance of the car: just keeping ours running on the road is satisfaction enough. I hope, with a certain dignity, we declined the offer of a trial run up the hill.

Back at the club house in diminishing light a few more photos were deemed necessary.

Brooklands is a very interesting place and well worth a visit. It is said that it is the birthplace of British Motor Sport and Aviation. As well as part of the original track there is an

extensive museum area with many interesting displays about motor racing and aviation. For those people who do not know, Brooklands is located near Weybridge in Surrey; it is open all the year round except for Mondays. Entrance will not cost you an arm and a leg. Their enquiries telephone number is 01932 857381. What about a Traction meeting there?

Frank Bell  
Milford  
Surrey

## More technical

While I have to agree that the club mag is of a very high standard, I think it lacks useful information. I would be happier to see more technical tips than photos of Traction on a continual basis. For example, I know you have a 'helpline', but technical tips in club magazines are worth filing for future reference and I personally have several minor problems that no-one locally has been able to solve. For example, how do you remove the outer door handles once the screws are removed? Which screws do you remove from the instrument panel sides to get the front off? (For clock repair.) How do you remove the obscure nut on the exhaust manifold? – no conventional spanner fits – etc, etc.

I join a club to get information on the 'one make' that no-one else can provide. Also Scotland lacks members and meetings to discuss problems with, so the mag is usually the only source of information.

Having said all that, I enclose my renewal for 96/97 and would like info on how the helpline works and where I can get answers to my minor problems.

Keith Rhodes  
Forgandenny  
Perthshire

*I always aim to strike the right balance between technical and social articles, and every issue I have produced has included a 'rectorque' feature. However, I do agree that exchange of technical tips would be helpful to all members – we're never too old to learn. If anyone has a specific technical query please write in and we will endeavour to answer it in FP.*

*To solve your problem regarding the removal of outer door handles, on French cars undo the two screws, turn the handle downwards about 20-30° and gently pull, using both hands, one against the door for leverage. On English cars the handle should pull straight out.*

Editor

**pulling 1.5 g around the banking, 'Member's Bridge' in the background**

The Lomax specials spent the first two hours in the Club House enclosure for judging and the normal, "Oh, my three splinned widget is different to yours". Then the real action started with cars going out and running round a short section of the banked circuit. Well the temptation was just too much: if they can do it, we can do it! Although we had not been given particular permission we wanted to have a go, just for the hell of it. The section we drove round was only about half a mile long but to compensate for the short distance we went



**ticketed traction**

## Just the ticket

You may be able to use the enclosed photograph in the magazine. It shows Mike Tennant's well-known daily transport parked in Mitcheldean.

We have all (well most of us) experienced the receipt of a parking ticket but I thought Mike – a traffic warden by profession – may not have been on the receiving end, so I left one of mine on his windscreen to show him how it feels.

I leave the caption to you as I have probably upset Mike enough! Incidentally, I did not have to pay the fine on this occasion. Neither was it issued by Mike, although I am sure he would, particularly now, if he got the chance.

Howard Sherman  
Clifford's Mesne  
Gloucestershire

*Anyone with a suitable caption  
please send it in.*

## Oil strike

A note or two from Canada while I renew my subscription. I have also installed an 'inverse oiler' on my Normale. This injects Marvel Mystery Oil into the intake manifold which supposedly reduces upper cylinder wear and lubricates the exhaust valves. Marvel inverse oilers are used with Judson superchargers as used on 'T' series MGs, MGBs, some VWs and Renault Dauphines. Mystery Oil is similar to Redex [or Wynn's upper cylinder lubricant].

There are quite a few Tractions in the Toronto area – at least three 11BLs that are roadworthy and one 15/6 that is in pieces. One member owns a lhd Slough Traction, but unfortunately, he has so far been unable to export the car from its current home in Egypt, laws being what they are. One non-member has an 11BL which he made into a very German-looking convertible, a totally professional job with front doors

## Tooling plea

I own a 1950 Slough Light 15 which is used regularly. Now that the driveshafts are starting to wear I have been looking into the possibility of rebuilding the outer universals rather than buy new or French refurbished units. Can any club members offer any advice or help with suppliers of needle rollers/cups, or repair kits, etc. I am also looking for any of the following special tools:

Extractor 1900T  
Collets 1902T  
Collets 1901T  
Pin 1911T  
Depth gauge 1912T  
Press 1903T

Bearing housing gauge 1910T  
3-point contact gauge 1908T  
Ferrule 1904T  
Depth gauge 1909T

I would prefer to buy the above but would also welcome the loan of any of these special tools so that I can copy them.

If my efforts are successful, I would be happy to set up a service to club members at a nominal charge!

Thanks for an excellent magazine.

Tony Hillyard  
South Godstone  
Surrey  
tel & fax: 01342 893031

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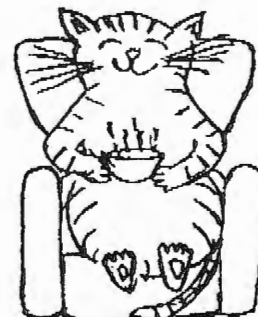
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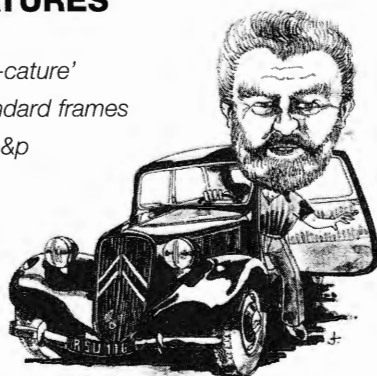
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# tocSHOP

Models, posters, books, sweatshirts, manuals... they are all available from the club shop

Pictured opposite is just a selection of the goodies on offer... send your order in now!



|               |                                 |        |
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|               | D-Day                           | £36.50 |

|                |                           |        |
|----------------|---------------------------|--------|
| <b>T-shirt</b> | Kentwell '92 (L, XL, XXL) | £5.00  |
| <b>Book</b>    | The British Citroën       | £11.95 |

**P&P extra – please allow sufficient orders to:** Keith Feazey  
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 Staffordshire ST5 2RQ  
 tel 01782 618497

## CLASSIC

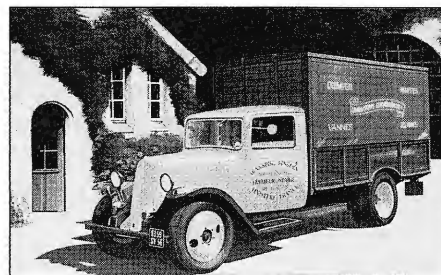


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 HU17 8BS  
 TEL&FAX 01482 863344



## SOUTHBOUND MOTOR TRIMMERS

Tel 01264 810 080  
 Evening 01962 886409

VISA & ACCESS accepted

Seat covers for Slough Lt 15s, ready to fit  
 leather £700  
 vinyl £320

11 piece Wilton carpet sets £195

Upgraded 6 piece Soundproofing kit £40

Door trims and headlinings also available – in fact everything your Traction needs to keep in trim!

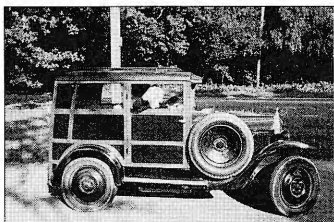
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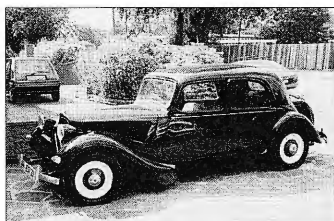
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## CARS FOR SALE



### 1923 5CV Cloverleaf

Normandie style body  
£6,000 ono or PX for Traction  
*Hugo Wilson*  
Home 01420 561421  
Work 01420 561025



### Unusual 1951 11BL

French-built but right-hand-drive. Big boot and spare wheel cover. Excellent condition, in black. Interior trim needs finishing. Full mechanical and engine rebuild and complete bodywork restoration by professionals in 1983. Full history available. Garaged in NW London for last 13 years – only 500 miles done. MoT to October 1996. Under-using owner of past 23 years needs garage space and offers this good example of an interesting car to someone who can appreciate it more. £5,500  
*John Thompson*  
0181 459 0831

### Tractions...

a selection always in stock  
For further information contact *Steve Southgate*  
0121 357 2256 (evening)  
01902 495 758 (office hours)

### 1955 Light 15, Slough

MoT'd and in good running order. Black and maroon with large boot. A reluctant sale after 12 wonderful years of ownership.

*Andy Rose*  
01732 862787 (Kent)

### 15/6, 1951

Black, immaculate, fully restored, Professionally restored as show car with only 2,000kms after restoration – superb condition. Must be seen. Only £15,000. Please contact :

*Davide de Bertolis*  
Via Polidoro da Caravaggio 25  
20156 Milano  
Italy  
tel: 02 3084014  
fax: 02 3084046

### 1953 Paris-built Légère 11BL

Black, large boot, imported 1977, dry-stored for approx 15 years. Fully rebuilt engine incl. new pistons & liners, timing chain, etc. New brakes incl. m/cylinder, linings, hoses, etc. New lights, new exhaust system very sound bodywork, a solid car. Offers around £5000  
*Rob Graham 01323 870842*

### 1957 Paris-built 11BL

Large boot in Midnight Blue with cream wheels. Professionally restored six years ago and featured in January '91 edition of Classic & Sportscar. Excellent body and interior. Engine and brakes have been recently serviced and MoT to July '96. Garaged and driven regularly. This is a very good and reliable late-manufacture example of the Traction Avant that is eye-catching and fun to drive. Offers around £6,500  
*Simon Hamilton*  
0181 688 3779 home  
0171 497 1403 work

### 1953 Paris-built 11BL

UK registered in 1995. Full mechanical and engine rebuild by French specialist in 1994 (done 1000kms since). Mechanically perfect, excellent bodywork, no rust anywhere. Repainted black in 1995. An excellent example of a classic French beauty seeking a new home. £5,500  
*Brian Thorley*  
01253 295409 office  
01253 882558 home



### Traction 11BL

Paris-built LHD 1953  
Tax'd & MoT'd good running order, new clutch, superb body and interior, fully serviced, bills for £900. Reluctant sale by private owner due to lack of storage space.  
£5495  
*Tel 01536 515570*



### 1973 DS 23 (RHD)

Completely overhauled to near original specification by professional mechanic for own personal use. Used daily, new MoT, near complete service history. Price £5000 ono.  
*Ian Cornwall*  
01392 811655 daytime  
01392 833098 evenings

### H Van/camper

1970 SWB petrol, LHD. Imported in 1990. Recently fully restored as 2-berth unit. Lined and insulated throughout. Carpeted floor and cab area. Fitted shower cubicle with shower tray, mixer, basin, toilet, sliding/folding door. Kitchen unit with sink, drainer and mixer unit, 4 burner gas hob, worktop, cupboards and drawers. Fridge, water heater and heavy duty water pump. Under floor cold water storage tank. Removable seat/bed and table units, making up into double bed. Other accessories include window blinds, storage area internally over cab, tow bar with electrics, opening rooflights, gas cylinder, fire extinguishers, smoke detector, stainless steel exhaust system with lifetime guarantee. 12 months MoT, and now exempt from road tax (subject to DVLC confirmation).  
**PRICE REDUCED FOR QUICK SALE**  
*Martin Nicholson*  
01734 733701

## PARTS FOR SALE

### Beige leather seats

from a 1950 Lt 15. Condition is generally good and serviceable with no repairs required. Buyer collects.

£200

### Steering wheel

from a 11BL. Black, two spoke, no cracks but missing centre.

£30

### Set of interior door handles and window winders

for a French Traction. Chrome perfect.

£30

*John Aspinall*  
0121 358 1559

### Twin carburettor set

Solex 32PBI on inlet and exhaust manifolds. All linkages included. Good condition.

*David Boyd*

01527 892134 (Worcs)

### Perfo engine

Stripped & painted (clean), all engine liners including knackered bearings, two timing chain covers, one flywheel, sump, oil breather, rocker cover (all clean and painted)

£60

### Reconditioned pistons

(all new rings) for perfo engine

£80

### New carburettor

Solex 35 FA1E (to take cylindrical air filter)

£100

*J. Coombes*

01227 772243 (Kent)

### Spares for sale

Body and mechanical spares for Light 15 and some mechanical spares for Big 15.

*Mick Boulton*

01939 220254 (Shropshire)

### Brown leather seat covers

for Light 15.

Back seat: seat squab and backrest in good condition.

Front seats: seat squabs in average condition, still good for a few more years, backrests split, panels could be used.

£40 the lot – buyer arranges carriage.

*Phone Roland Kirk*

01584 810128 (Shropshire)

**NEW PARTS**

Rubber plugs for front cradle tubes.

£2.40 per set of 4 + P&P

Rear engine mount

£10 each (exchange)

Side engine mount pads

£1.60 each + 50p sae

Silentblobs

£60 per set of 4(exchange)

Petrol tank filler pipe rubbers (large and small boot)

£2.50 each + 50p s.a.e.

Triangle door rubbers

£14.80 per set of eight +

£2 P&P

Gaiters for top & bottom swivels

£2.50 each + £1.50 P&P

Steering rack pin rubbers

£1.20 per pair + 50p sae

Rear Panard rod cones

£2.50 per pair + 50p P&P

Rear bumpstops

£15 per pair + £1 P&P

'H' van radiator hose set (three hoses)

£17.50 per set + £3.25P&P

Driveshaft inner bearing ring nut spanner (with reinforced ring around teeth for those nuts that are very tight).

£28 + postage to cover

2.75lbs weight.

Ball pin adjuster for the track rod end.

£11 + £1.50 P&P.

PLEASE NOTE:

Exchange items only sent when old ones received first.

Mike Tennant

49 Hollywell Road

Mitcheldean

Gloucestershire

GL17 0DL

**Cherished Reg. Numbers:**

UPL15 and TED662, both ready for transfer.

Ring 01483 579350 for details and prices.

**Light 15 gearbox**

Very good condition.

Thoroughly checked, cleaned, painted and fitted with new oil seals. Ready to install with rhd bell housing. £350

Nick Gundry

01453 884615

**Traction gearbox**, good condition, £220.

Phone Frank 01365 325847

**1950 French Dinky 11BL**

Collector's diecast model.

John Starke 01206 231241

**5 Pilote wheels** – shot blasted and primed, some welding to finish. Also spiders and hub caps to fit pilotes.

**2 reproduction** small boot 'pork pie' rear lights.

**Dark red leather rear seat** complete for post '52 Lt 15 – very good condition.

**2 front seats** re-upholstered in red velour.

**Some Slough chrome parts** – all rechromed.

**Original workshop manuals** – Twelve/Light 15 repair manual

Light 15/Big 15/Six repair manual for bodywork.

Six cylinder repair manual.

**Heller Citroën Traction** 1/8th scale model plastic kit – as new.

Please phone Michael Wood 01238 528221

**Set of 5 easiclean wheels**

Shot-blasted and stove enamelled in ivory, with hubcaps – £250

**"Handbook for Six Cylinder Model"**, 24 pages. Dated Jan 1949. Excellent condition except for 'AA Technical Information Unit'. Cachets on cover and first page – £35

**"Handbook for Six Cylinder Model"**, 28 pages.

Undated but has supplement for Hydropneumatic suspension so after 1954. Light green cover slightly tatty around edges, otherwise good overall condition – £30

**"La 11 Citroën Notice d'Entretien"** scarce French service and maintenance handbook dated August 1934. 62 pages 24x18cms. Lots of photos. Folded in half in the past, otherwise very good condition – £60

Tel Bob Wade (00 33) 45 62 05 96

**New stainless steel bumpers** for Tractions.

Made from 3mm 304 grade stainless steel.

Four types available: 'dipped' Legere & Normale and post-'52 'straight' Legere & Normale.

Supplied drilled and polished 'ready to fit'.

These bumpers will not rust, are stronger than the originals, there is no plating to crack or peel – minor damage can be inexpensively corrected and repolished.

All types £230 per pair

Jonathan Howard

Tellfax 01608 643065

**WANTED**

**Tow Bar** for 1949 Légère – to enable bicycle rack to be fitted for summer holiday in France.

Peter Ashlee 0181 301 4982

**Front wings** for Big 15.

Must be in sound condition.

Good price paid.

David Boyd 01527 892134

**Brakedrums** with damaged tapers required to create pool for an exchange service.

Roger Williams

01482 863344

**For 1937 (1936 built)**

**Slough Twelve:**

Radiator Shell, Headlamps & lenses, Sidelamps, Rear light/number plate assembly, Interior door & window handles, Jaeger oil pressure/ water temp gauge, Rheostat switch, Windscreen wiper assembly (not motor), Windscreen opener assembly, Interior mirror, Boot handles and anything else!

Tim Walker

Tel: 01252 794144 (Farnham)

**Front number plate mounting plinth** for 1954

Slough Lt 15, condition of chrome not important.

Also, for my poster collection,

**Black & white poster** of Traction decaying in a wood, has 'voiture' printed across the top. I think sold by Athena in the seventies.

Tel. Frank 013397 42272

**OTHER**

**South Brittany**

Farmhouse, 15 minutes from Quimperlé. Rural situation, but with shops only 3 mins. 15 mins to sandy beaches, forest, lovely rivers and estuary walks. 85 miles from Roscoff. Sleeps 7/9. Available to rent most dates. Early booking essential. From £120 to £265. Phone John or Eileen Wain for details 01803 782468

**Western Loire Valley**

Village home sleeps 4/5, vineyards, Chateaux and sea. Available July, Aug, Sept Reasonable rates Phone Frank 01365 325847

**Normandy**

Two lovely 18th century gites. One hour from Cherbourg. Sleep 4 or 6 plus baby. Electric heating, log fires and every comfort. 13km from the sea. Ideal base for visiting invasion beaches, Bayeaux, Mont St Michel. Available separately or together for short breaks or longer holidays. 10% discount for TOC members Phone Tom or Gill O'Malley on 01252 795182 for details.

**Cote d'Azur**

Very special B&B in the South of France. Bring your own Traction to meet ours and be pampered in a beautiful old villa overlooking the Med near Monte Carlo.

Margaret Ritson

Tel: (33) 93784725

Fax: (33) 93786401

**Loire Valley**

Large, classic country house 5km west of Langeais, (between Tours and Saumur), ideally situated for wine lovers and chateaux visiting. Sleeps 8-10 in 4 large bedrooms with 1 acre garden and ample space for Tractions! Available to rent from £375-650 per week.

Tel Brian Thorley

01253 295409 office

882558 home

**Charente Swimming Holidays**

Learn to swim in the sun during your holiday in SW France. A.S.A. qualified teacher – individual instruction. Bed & Breakfast accommodation. Open May to September. For brochure tel: Chichester (01243) 539159

**CAHORS**

Camping Le Ch'Timi, Lot 3 star campsite (70 pitches) plus static caravans Full facilities, Swimming pool, Bar, Children's play area etc Stunning area with lots to see Tractionistes especially welcome! Phone Rik or Marie on 010 33 65 36 52 36

**Southern Brittany**

Camping Le Bohat, Sarzeau Large 4-berth caravan with awning and mains electricity Available mid May - mid Sept Swimming pool, children's pool, creperie Bookings taken now Tel Stan Barker 01425 672311



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SEVENTH ST. - THORNTON